

born in the matter of the enclosure of Baby Creek, and the construction of relief sewers with which both municipalities are mutually concerned (J.C.C. 2112, '59 and 1471, '60).

As has been stated in the previous communications, the agreement sets forth the apportionment of cost in the matter of the enclosure of Baby Creek. In addition to establishing reciprocal rights in both parties for rights-of-way within the corporate limits of each other for the construction of future sewers by each party, the terms of the agreement concern the scheduling, location, and construction of our West End Sewer and Wyoming Relief Sewer.

The agreement has been executed by both parties and examined by our Corporation Counsel, who has approved it as to form and execution. With the consummation of this agreement, we may now proceed with this important phase of our flood relief program.

It is therefore requested that you approve and confirm the terms of this agreement.

Respectfully submitted,  
GLENN C. RICHARDS,  
Commissioner.

By Councilman Patrick:

Resolved, That the agreement described above with the City of Dearborn, under date of October 18, 1960, be and the same is hereby approved and confirmed.

Adopted as follows:  
Yeas—Councilmen Carey, Connor, Patrick, Rogell, Smith, Van Antwerp, Wise and President Beck—8.  
Nays—None.

Department of Public Works  
October 5, 1960.

Honorable Common Council:  
Gentlemen—Randolph Street (US-25), from Cadillac Square to Gratiot Avenue has been a State trunkline highway for some time. In recent years, this street has been widened jointly by the City and the State Highway Department to an acceptable width southerly from Gratiot Avenue to Jefferson Avenue.

That portion of Randolph Street southerly from Cadillac Square to Jefferson Avenue has never officially been designated as a State trunkline. We wish to correct this matter, and at the same time request the extension of the trunkline designation on Randolph Street to its logical termination, which would be its connection to the Detroit-Windsor Tunnel at the south line of Franklin Street extended. This will provide a desirable international connection for both the trunkline and the joint terminals of the Walter P. Chrysler and John C. Lodge Expressways. The additional trunkline, thus determined, will be a dis-

tance of 1162 ft. or approximately 0.22 miles.

Agreement has been reached with the State Highway Department on the additional extension as a State trunkline, and also as to the future widening south of Jefferson Avenue to the Detroit-Windsor Tunnel.

In view of the above, we recommend adoption of the attached resolution, which approves and gives consent by your Honorable Body to the designation of that portion of Randolph Street from Cadillac Square to the south line of Franklin Street extended, as a State trunkline highway.

Respectfully submitted,  
GLENN C. RICHARDS,  
Commissioner.

By Councilman Patrick:  
Resolution of Approval for State Trunkline Establishment in the City of Detroit:

Whereas, the State Highway Commissioner of the State of Michigan requests the approval by the City of Detroit for the designation and establishment of that part of the State trunkline highway (shown on the attached sketch map), bearing State Highway Department approval and dated September 8, 1960, lying wholly within the corporate limits of said City:

Now, Therefore, Be It Resolved:  
That the approval and consent of the City of Detroit be and is hereby given to the establishment as State trunkline highway the location described as follows:

Commencing in the City of Detroit on Randolph Street at its junction with Cadillac Square (US-25); thence southeasterly on Randolph Street to the south property line of Franklin Street extended in the City of Detroit. (0.22 mile, approximately).

I certify that the foregoing is a true copy of a resolution adopted by the Council of the City of Detroit at a regular meeting held October 20, 1960.

Approved:  
JOHN C. MACKIE,  
State Highway Commissioner.

By: JOHN E. MEYER,  
Director for Engineering & Chief Engineer  
Date: 9-14-60.

Adopted as follows:  
Yeas—Councilmen Carey, Connor, Patrick, Rogell, Smith, Van Antwerp, Wise and President Beck—8.  
Nays—None.

Department of Public Works  
October 17, 1960

Honorable Common Council:  
Gentlemen—We are returning herewith the petition of Congregation Beth El, No. 7287, requesting the vacation of a portion of the north-



south public alley north of Gladstone and west of Woodward Avenue. The vacation of said alley was approved by the City Plan Commission and the petition was then referred to this office by your Committee of the Whole for investigation and report.

We wish to advise that our investigations are completed.

As per our directive, the petitioner deposited with the City Treasurer the sum of \$110.86, Receipt No. B-17078, credited to the Street Maintenance Fund Code No. 143-6241, said amount being the original cost of paving the north one-half of Gladstone Avenue at the intersection of the alley to be vacated.

The petitioner deposited with the Permit Division of the Department of Public Works, the sum of \$675.00, Receipt No. GR 5131, said amount being the estimated cost of removing the existing paved alley return, constructing new curb and walk, back-filling where necessary, and adjusting manhole ring and cover.

The petitioner also deposited with the City Treasurer the sum of \$1,425.00, Receipt No. B-17079, credited to the Public Lighting Commission Fund Code No. 990-9423, said amount being the estimated cost of removing and rerouting P.L.C. installations necessitated by the vacation of said alley.

Proper provisos are incorporated into the vacating resolution protecting the City's interests in the sewer located in the alley to be vacated.

All other City departments and privately owned utility companies reported that they will be unaffected by the vacation of said alley or that they have reached satisfactory agreements with the petitioner regarding their installations therein.

We recommend the adoption of the attached resolution

Respectfully submitted,

GLENN C. RICHARDS,  
Commissioner.

By Councilman Van Antwerp:

Resolved, That all that part of the north-south public alley, 20 feet wide, north of Gladstone Avenue and west of Woodward Avenue, said alley being deeded to the City of Detroit for alley purposes on September 22, 1903, J.C.C. Page 935, said alley being all that part of Lot 1 of Fisher's Subdivision of Outlots 5 and 6, ¼ Section 45, 10,000 acre tract, T. 1 S., R. 11 E., Wayne County, Michigan, as recorded in Liber 14, Page 51 of Plats, Wayne County Records being more particularly described as follows: Beginning at a point in the southerly line of Lot 1 said point being 200 feet westerly from the intersection of said southerly line of Lot 1 and the westerly line of Woodward Avenue, thence northerly and parallel with the west line of Wood-

ward Avenue a distance of 142.9 feet more or less to a point; thence westerly and parallel to the southerly line of Lot 1 a distance of 20 feet; thence southerly and parallel to the west line of Woodward Avenue a distance of 142.9 feet to a point in the southerly line of Lot 1 thence easterly along the southerly line of Lot 1 a distance of 20 feet to the point of beginning.

Be and the same is hereby vacated as a public alley to become a part and parcel of the adjoining property subject to the following provisions:

1) Provided, That by reason of the vacation of the above-described alley, the City of Detroit does not waive any rights to the sewer located therein and at all times shall have the right to enter upon the premises, if found necessary, on account of said sewer to repair, alter, or service same; and further

2) Provided, That if a building is to be constructed over said sewer, the sewer shall be replaced with cast iron pipes of the same size, rerouted or enclosed in 6 inches of Class "A" concrete, or in lieu of the above, such work shall be done as will be specified by the City Engineer, all of the work mentioned to be done under the supervision and inspection of the Department of Public Works and all costs entailed, to be borne by the petitioners, their successors, or assigns; and further

3) Provided, That no buildings shall be constructed over said sewer without the prior approval of such building construction by the City Engineer and the Department of Buildings and Safety Engineering; and further

4) Provided, That in the event that the sewer located in said alley, if built upon, shall break causing damage to any construction above, the petitioner and their assigns, by acceptance of the permit for building over said sewer, waive all claims for damages to such construction and agree to pay all costs incident to the repair of said broken sewer.

Adopted as follows:

Yeas—Councilmen Carey, Connor, Patrick, Rogell, Smith, Van Antwerp, Wise and President Beck—8.  
Nays—None.

Department of Public Works

October 18, 1960.

Honorable Common Council:

Gentlemen—We wish to advise that in carrying out the Development Plan for the rehabilitation of the blighted area known as the Milwaukee-Junction Project No. 1, which is being undertaken by the City pursuant to Act 344 of Public Acts of 1945, as amended, the Detroit Housing Commission has requested the vacation of the north-south alley west of Rivard Street, between Palmer Avenue